

MONTANA AERONAUTICS COMMISSION



Volume 17 No. 6

June, 1966

ESTIMATED 800 HEAR GOVERNOR AT AIRPORT DEDICATION



Governor Babcock addresses the Dedication crowd. Shown seated left to right: Mike Danklefsen; Rev. Kearns, Vic Kiesling and Charles Lynch.

Governor Tim Babcock was the featured speaker at the Dedication of the new \$63,000 Garfield County Airport at Jordan on May 15. An estimated 800 persons witnessed the ceremonies—a free breakfast was served to over 500 persons by the

Garfield County Commercial Club. Over 60 aircraft arrived from points all around the state including Helena, Miles City, Circle, Glasgow, Malta, Glendive and Roundup.

Four Air National Guard Jets impressed the crowd with a number

of low close formation passes over the field.

Milton Schrank, local banker and aviation enthusiast was Master of Ceremonies and a number of dignitaries were introduced including: M.A.C. Director, Charles Lynch; Jordan Mayor, Hardy J. Sickles (Editor of the Jordan Tribune); County Commissioner John B. Jordan; Former County Commission Chairman, Mike Danklefsen; Rev. G. T. Kearns; Federal Aviation Agency representative Vic Kiesling of the FAA District Engineers Office in Helena; Gus Albert, of Miles City, contractor for the Airport and Fred Winter, President of the Commercial Club.

The Garfield County High School Band, directed by Bob Singer; a V.F.W. Honor Guard and the Jordan Boy Scouts participated in the ceremonies.

In his dedication address Governor Babcock praised the Aeronautics Commission stating that the Commission enjoys a national reputation as one of the most progressive agencies of this type in the country and that the Jordan Airport is another step forward for Montana in the countries most ambitious airport development program.

The Governor recalled previous flights in and out of the Jordan airport and stated that "it has always been comforting to hear the friendly

(Continued on Page 3, Col. 1)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Walter Hope, Chairman
Carl W. (Bill) Bell, Vice Chairman
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E. B. Cogswell, Member
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Peter H. Black, Member



DIRECTOR'S COLUMN



Charles A. Lynch

"HELP WANTED"

Recent industry trends, as indicated in the press and trade publications, clearly "paints a picture" as to the tremendously growing manpower problem in all phases of aviation in not only this country but the world in general.

Let us consider the following items—and think—and plan.

May—Air transport, airline employment growth doubles.

Trunks set new traffic records in 1965.

Locals continue rapid growth as the short haul jets begin phase-in.

New airlines are spawned by the emerging nations to share in an air transport boom year.

Following are excerpts from Aviation Publications—April, 1966:

APRIL 10, 1966

Cessna ups production (civil) 7000 to 8000 units—'66 sales expected to top '65 by 20%—export sales increased 40% during first six months of current year—increasing factory floor space 17%.

Ozark Airlines—January-February passenger traffic up 32.3%.

General Aviation—aircraft deliveries up 42% in first quarter to 3855 units.

APRIL 12, 1966

United Airlines claims 50% of all adults have now flown commercially—50% will have by 1970—predicts air travel will increase 57% over 1965.

Jerrie Mock establishes 4550 non-stop solo, single engine record for women—Honolulu to Columbus, Ohio.

North American XB-70 reached speed of Mach 3.05 (approx. 2000 MPH) and altitude of 72,000 feet.

APRIL 14, 1966

TWA sets record for March—sets all-time record for cargo, ton miles up 26.3% over March 1965—passenger miles up 26.3%.

Frontier posts 45% profit increase in 1st quarter 1966—as a result of 43% increase in passenger miles flown. All of 1965 increase was only 15%.

National Airlines cargo up 32% in March. Mail tonnage up 35%, express 23%. Net income up 42%.

APRIL 15, 1966

New student starts totaled 94,635 during 1965—up 56% over previous year.

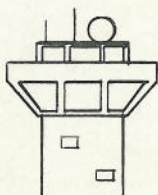
Mackey Airlines reports best quarter of passenger traffic in its history March total of 32,379 passengers—a 25.6% increase over March 1965.

San Francisco and Oakland Helicopter Airlines carried 51,000 passengers during first quarter 1966—a 76% increase over same quarter in 1965.

APRIL 20, 1966

Mohawk Airlines passenger totals have been increasing so rapidly that 1966 forecasts have been raised 25%.

Passenger total increases 27% in 1st quarter, **Southern Airways** reports.



TOWER

OPERATIONS

APRIL, 1966

	Total Operations	Instrument Operations
Billings	12,189	1,221
Great Falls	7,572	766
Missoula	6,298	286
Helena	3,562	175

FAA ACCEPTING FEDERAL-AID REQUESTS

The Federal Aviation Agency announced today that requests for aid under the Federal-aid Airport Program (FAAP) for Fiscal Year 1967, as authorized by the Federal Airport Act, are now being accepted. Deadline for requests is July 15, 1966.

It is anticipated that \$50 million will be available under FAAP to assist cities, counties, states and territories in developing their airport facilities to meet the needs of the national system of public airports as identified by the National Airport Plan. Under this program, grants are made on a cost sharing basis with the Federal Government providing generally 50 per cent of the cost of approved projects.

Eligible projects include land acquisition and the development of runways, taxiways, and lighting. Terminal buildings and hangers are not eligible under the Federal Airport Act. Priority will be given to development which offers the greatest public benefit.

JUNE 4 & 5—CULBERTSON DEDICATION—MR. PIPER, SPEAKER, FRONTIER DAYS CELEBRATION

6:00 - 9:00—Free Pilots Fly-In Breakfast.

10:00 A.M.—Registration of Pilots. Aircraft displays open to the public.

10:00 A.M.—FREE bus service for pilots to down-town.

10:30 A.M.—Parade starts.

12:00 Noon—Free Barbeque at airport for everyone.

1:00 P.M.—**Airport Dedication Ceremonies, William T. Piper, Speaker.**

2:30 P.M.—Demolition Derby at Saddle Club Arena.

6:00 P.M.—RCA Rodeo at Saddle Club Arena.

8:30 P.M.—Barn Dance at Saddle Club Barn.

LICENSED A AND/OR P MECHANICS WANTED:

Finest of working conditions and benefits—steady employment. Contact: John Gallagher, Montana Piper Distributor, Logan Field, Billings. Phone: 245-6625.

DEDICATION . . .

(Continued from Page 1)

voice of Mrs. Vivian Schrank who mans the airport Unicom here in Jordan." Vivian was on the job Dedication Day and did an outstanding job of ground to air communication with the aircraft.



Vivian Schrank "busy" on the Unicom and Master of Ceremonies Milt Schrank.

The Jordan Airport was first established 30 years ago and the present improvement was accomplished by a local, state and federal program. The new runway is 3600 feet long and lights will be installed along the runway early this summer.

Mr. Joe Dutton of Sand Springs, was Chairman of the Dedication Committee. Mr. Dutton and his committee deserve a hearty congratulations for an excellent program.

HAVE YOU READ?

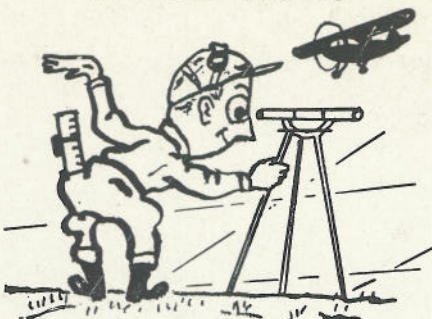
The new Blue Book of Airport Diagrams and Information Data published by Jeppesen & Co.

More than 5,000 U.S. Airports are shown in large detailed diagrams, including all U.S. Airports for which engineering data is available. The new Jeppesen Blue Book is published annually in three editions—Eastern U.S., Central U.S. and Western U.S.

Airport Diagrams are easily read and Blue Books are bound in such a way that they stay open at any given page and can be held and used with one hand. Each Blue Book contains sections listing Navigational Radio Facilities, Automatic Terminal Information Services (ATIS), FSS and Weather Bureau Telephone numbers and other flight information.

Jeppesen Blue Books are priced at \$9.95 for Eastern, \$9.95 for Central and \$7.95 for Western editions—and they are available from all Jeppesen Aviation Dealers.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

SHELBY. The Aeronautics Commission approved a loan to Toole County in the amount of \$10,000. This loan will be used to aid the Shelby Airport Board in financing the construction of a multiple T Hangar unit. The total cost of the project is estimated to be approximately \$30,000 and the hangar units will be completed this summer.

FENCING CONTRACT. The Aeronautics Commission is now advertising for bids for the construction of a fence at the White Sulphur Springs airport. This project will include construction of a mile and a half of new fence and repair of one mile of existing fence. All interested contractors are urged to get a copy of the plans and specifications from the Aeronautics Commission office. Bid opening will be at 10:00 A.M. on June 2.

PHILIPSBURG. A meeting was held with the Granite County Commissioners in Philipsburg on May 4. At that time the County made an application for a general aviation utility airport to serve that area. The Aeronautics Commission approved this application at their May 11 meeting. It is hoped that the airstrip can be built on the south west edge of the town of Philipsburg. The County is now in the process of negotiating with the respective land owners for the necessary property involved.

GREAT FALLS. The Aeronautics Commission approved a \$60,000 loan to the City Airport Commission at Great Falls to aid them in the financing of a design for a new Terminal Building complex for the Great Falls International Airport. An architect will be chosen in the near future and the preliminary design of the Terminal Building should be completed by mid summer.

STANFORD. The Montana Aeronautics Commission approved the purchase of seven and one half acres adjacent to the northwest edge of the present landing area at Stanford. The Judith Basin County Commissioners have made application and received approval for a new general aviation utility airport at this location. It is planned that the Stanford airport will be completed early this fall.

BOZEMAN. The Gallatin Field Board opened bids in Bozeman on May 4 for the reconstruction of the central taxiway on Gallatin Field. Low bidder was Long Construction Company with a final bid negotiated at approximately \$30,000. The Aeronautics Commission has loaned \$10,000 to the local Airport Board for the pavement reconstruction and an additional \$3,000 for the taxiway lighting system. This is a local, state and federal aid project.

WEST YELLOWSTONE. The Yellowstone Airport is now open with all of the pavement bare and dry. Big Sky Aviation is in operation at the field presently, and the airlines will commence their service for the summer on June 9. All aviation services are now available and the airport will be opened, lighted and attended around the clock throughout the summer.

CONRAD. The Pondera County Commissioners made application and received approval for a \$10,000 Aeronautics Commission loan. This loan will be used to aid in the financing of a local, state and federal aid project consisting of placing a 2 inch hot mix overlay on the existing paved runway.

HYSHAM. Engineering has been completed for the general aviation utility airport at Hysham. This airport is located on Highway No. 10—one and one half miles east of the town of Hysham. The project will be advertised for bids as soon as land titles are cleared.

BROADUS. The new general aviation utility airport one half mile south of the town of Broadus in Powder River County is in final construction stages. The airport is expected to be completed in early June.

SITE INVESTIGATIONS. The Airports Division is presently conducting investigations for locations for emergency and recreational use airstrips in northwestern Montana. The

two primary areas under consideration are located in the Noxon-Heron vicinity and also the DeBorgia-Hogan vicinity. These two potential airstrip locations are on the primary VFR flyways between Missoula and Spokane.

RUNWAY LENGTHS. A meeting will be held in Helena on June 2 and 3 to discuss the recommended runway length and strength for eastern Montana cities along Frontier Airlines route. In attendance at the meeting will be representatives from the Aeronautics Commission, the Federal Aviation Agency and Frontier Airlines. The meeting has been called to finalize the runway length determination so that the respective communities will know what they are faced with in making necessary provision to accommodate Frontier Airlines Convair 580 which will be in use in Eastern Montana early next year.

BEACON RELOCATIONS. The Montana Aeronautics Commission has now finalized the airway beacon relocation program and bids will be opened for this work in Helena on June 7 at 10:00 A.M. All interested contractors are urged to contact the Airport Division of the Aeronautics Commission for plans and specifications for these three separate projects. The beacons to be relocated are as follows: The Edgehill Beacon near Wibaux goes to the new Broadus airport. The Broadview Beacon south of Roundup goes to the Ryegate airport. The Iron Rod airway beacon near Twin Bridges goes to Polson airport. The Willow Creek beacon goes to the new Lincoln airport. The Galen beacon goes to the Anaconda airport and the Huntley airway beacon goes to the White Sulphur Springs airport. Another bid opening of similar size will be held in the near future for completing the relocation of airway beacons to other unlighted airports in Montana.

CUT BANK MPA. Jim Monger of the Montana Aeronautics Commission spoke to the Cut Bank Hangar of the Montana Pilots Association in Cut Bank on May 17. A pot luck dinner meeting was held at the Administration Building at the airport. A large turnout of pilots and wives heard Monger speak on the proposed airport program for 1966 and 1967 as well as airport problems that are now facing us in the state.

C. R. TAYLOR NEW GADO NO. 9 INSPECTOR



New GADO Inspector—C. R. Taylor.

C. R. "Bob" Taylor recently joined the Federal Aviation Agency's GADO staff in Helena, as General Aviation Maintenance Inspector.

Bob was born and raised in New Mexico. He attended the Johnstown Airways A & P Mechanics school in Johnstown, Pa. He holds a private pilots license in addition to his A & P.

Bob served in the military from 1944 to 1946 flying as an aircrew member in patrol bombers in the Asiatic, Pacific, European and African theaters. Bob was a mechanic for the U.S.A.F. contract school at the Greenville, Mississippi, Air Force Base for 2 years. He was then employed as an A & P for general aviation operators for seven years. Bob joined the Federal Aviation Agency as an Inspector and was stationed in Minneapolis, Minnesota for five years before coming to Helena.

Bob enjoys hunting, fishing and is the owner of two horses which he lists as "family hobbies." He is active in boy scouts and junior boys athletic programs.

Bob and wife, Helen, have two daughters and one son. They reside at 1016 Leslie Avenue in Helena.

FOR SALE: 1959 Comanche 250—Autoflite—Mark II, ADF—Extended baggage. Recent: Periodic—prop—tires—battery—excellent condition—hangared. TTAE 997, SMOH 290. Price: \$11,000. Contact Ray Carkeek, Ennis, Montana. Phone: 682-4622.

AIRCRAFT FOR BID: Cessna 170—800 hrs. TT on a smooth, low oil consumption, Continental 0-300 engine. This engine has just had a new overhaul on mags and carb. Always hangared—never damaged, 760 hrs. SMOH—maroon, polished aluminum fuselage, fabric wings recovered with linen in 1959. Primary panel. Lear radio. No time since 100 hr. inspection. New tires. Submit your bid to Wesley Caspers, 740 East Bannack, Dillon. Phone 683-2734. (May consider trade to a smaller aircraft.)

AIRCRAFT ASSEMBLER PROGRAM COMPLETED

The Aircraft Assembler program conducted at the Department of Aeronautics and Related Trades of the Helena Senior High School in Helena, completed two - four week sections of trainees on April 29, 1966.

The program, operated under the Manpower Development and Training Act, is a cooperative program sponsored by the Board of Trustees of School District No. 1, in Helena; the Montana State Employment Service and the Department of Public Instruction. Mr. Alonzo Odem of the Training Division of the Boeing Aircraft Company was the instructor for the program.

The first section had twenty trainees and the second section had 18 trainees enrolled. It was anticipated holding a third section but this was postponed until the fall when, under a new program, more than one section may be set up. Graduates of the program are eligible for employment as beginner mechanics and the Boeing Airplane Company has been the largest employer of the trainees.

The objectives of the class work were to teach shop mathematics and blueprint reading directed toward precision layout and parts fabrication. Training in the use of special tools related to riveting, lock bolting and installing high shear fasteners, as well as various kinds of bulkhead hardware was accented and shop safety and conservation of materials were stressed throughout the course.

FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	June
Bozeman (Gallatin Field)	—
Culbertson	8
Glasgow	—
Great Falls (International)	9
Miles City (Municipal)	—
Missoula	23
Sidney	—

Note: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman
Butte
Cut Bank
Dillon

Lewistown
Livingston
Miles City
Missoula

FAA ANNOUNCES 1966 AVIATION MECHANICS SAFETY AWARD WINNERS

A West Coast Airlines crew chief in Seattle and the superintendent of maintenance/chief inspector for Alaska Helicopters, Inc. in Anchorage were named by the Federal Aviation Agency as the national winners of the Third Annual Aviation Mechanic Safety Awards program.

Harold Priest of Seattle was named winner in the air carrier class for an outstanding contribution to aviation safety by the development of a plate-seal combination which prevents moisture from entering and freezing in the fuel trimmer actuator case of the Rolls-Royce Dart airplane engine. Icing in the fuel trimmer, which regulates jet pipe temperatures, can restrict the trimmer's operation and has occasionally caused engine shut-down.

Alfred L. James, a native Alaskan, employed by Alaska Helicopters, Inc., won the general aviation (non-airline) award for developing and improving winterizing methods for the Bell 476-2 helicopter. His work made it possible to safely and reliably operate the helicopter in Arctic bush country in temperatures as low as minus 30-40 degrees with no hangar facilities.

Purpose of the FAA Aviation Mechanic Safety Award program, instituted in 1963, is to publicly recognize the important work of aviation mechanics and their contributions to air safety. Winners at local, regional and national levels are selected on the basis of improvements, suggestions and developments that provide increased reliability, safety, or more effective maintenance or inspection procedures of aircraft, engines or aircraft components.

FOURTH OF JULY— PLENTYWOOD FLY-IN AND CELEBRATION

Free fly-in breakfast for all pilots and passengers, sponsored by the Sherwood Hangar. (Rain date July 10.)

Plentywood Jaycee's will hold a 4th of July Demolition Derby and fireworks.

**FLY-IN TO PLENTYWOOD FOR A
FUN FOURTH**

MPA Elects "Red" Dupree, President G. Sands Named Pilot of the Year

H. K. "Red" Dupree was elected president of the Montana Pilots Association at their annual convention in Livingston, April 29, 30 and May 1. Dr. Jim Payne, Great Falls, was elected Vice-President; Mrs. Lois Dupree was appointed secretary and James Scabery of Billings was elected Treasurer. Completing the Board of Directors for the coming year will be Willy Rimby of Lewistown, Bill Kidd of Great Falls and out-going president Robert A. Taylor.

Gordon Sands of Havre, was chosen "Pilot of the Year" and Robert Simpson of Lewistown was named "Junior Pilot of the Year."



Gordon Sands received his pilot of the year plaque from out-going president Bob Taylor as MC Wm. Morse looks on.

Gordon Sands soloed in the fall of 1928—he currently holds a Commercial License with Instrument, Flight Instructor and Instrument Instructor ratings. Gordon was one of the original groups organizing the MPA and a past president and a past director of the Association. He served on the aviation committee that made the study and drafted the bill establishing the Montana Aeronautics Commission and served on the Commission from 1953 to 1957. He has been a Search and Rescue Coordinator since the Montana search and rescue was organized. In addition Gordon worked in the Civil Air Patrol courier service and acted as airport manager during the war years. He is an active member of the Montana Flying Farmers. He was an original airport board member for the City-County Airport of Havre and served on the Board for 24 years, retiring in January of 1965.

He is still an active pilot, owning two airplanes and doing his own crop spraying. Gordon is undoubtedly one of Montana's foremost aviation boosters.



Bob Simpson thanks the MPA for awarding him the Junior Pilot Award for 1966.

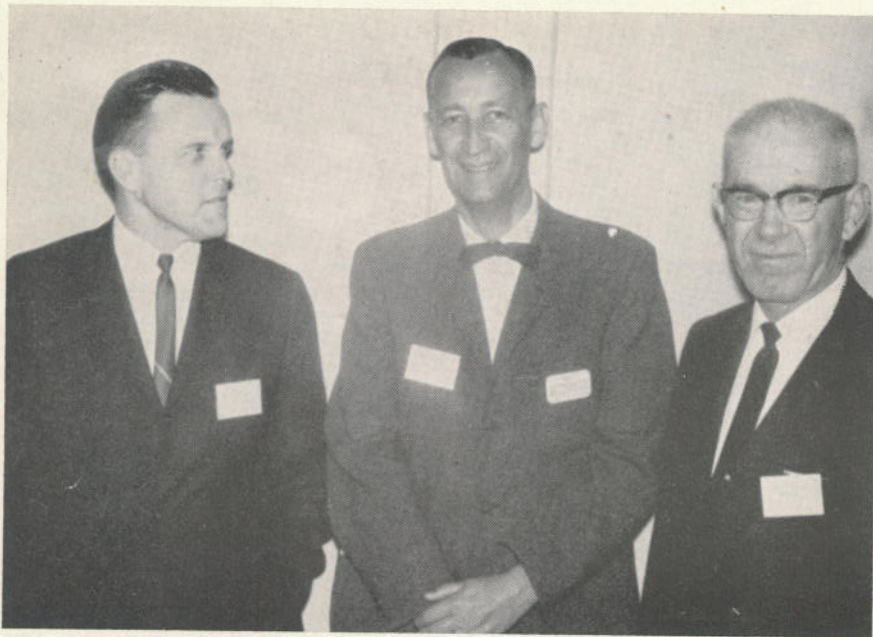
Robert Simpson, employed by Central Air Service in Lewistown, soloed when he was 18 years old and became a spray pilot at the age of 20. Bob has flown Fire patrol for the U.S. Forest Service and flies helicopter for the Bureau of Land Management. He is an instructor in both ground and flight school. He attended the Montana Aeronautics Commission's Flight Instructor Refresher Course in 1963 and participated as a Flight Line Instructor on the 1966 course. In addition Bob serves as an alternate coordinator for the Search and Rescue in the Lewistown Area. He has a total of over 2500 hours in airplane and 250 hours in helicopters. In order to better serve his own career in aviation, his employer and the industry, Bob has, in a relatively short period of time, obtained his advance ratings and taken advantage of every opportunity for further training and upgrading.

CONVENTION ACTIVITIES

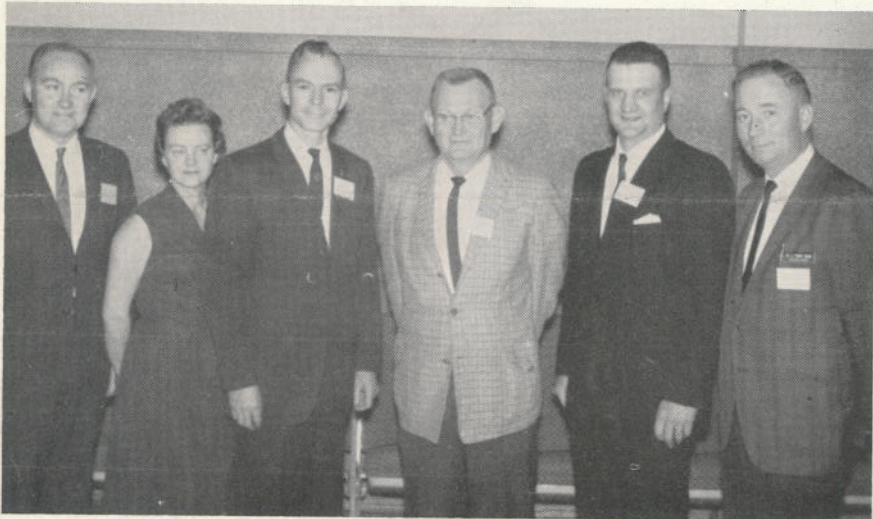
The success of the convention clearly showed the planning and hard work of the Livingston Hangar, and all of the committees.

Particular "Well Dones" go to Livingston hangar officers, Tom Fuher, President; Dan Urbach, Vice President; Bud Schlecht, Secretary and Ray Ebert, Chairman of the arrangements committee.

FRIDAY—Afternoon and evening—Registration was held. A number



Oregon Board Chairman, Maddron; Oregon Board Director, Dunn and M.A.C. Director Lynch.



New MPA officers and Board (left to right) Jim Payne, Vice President; Lois Dupree, Secretary; Jim Scabery, Treasurer; Red Dupree, President; Directors Willy Rimby and Wm. Kidd.

of the committees met during the evening while the balance of the members renewed old acquaintances and met new friends.

SATURDAY—The official business session, conducted by President, Robert A. Taylor commenced at 9:30 A.M. with introductions and reports from the local hangars and the various committees.

Mr. Robert W. Dunn, Director of the Oregon State Board of Aeronautics was introduced. (Mr. Dunn was accompanied by the Montana convention by Mr. William Madron, Chairman of the Oregon Board, Mrs. Dunn and Mrs. Madron.)

Mr. Charles Lynch, M.A.C. Director, spoke to the group concerning the SARDA registration, stressing the importance of the registration and strongly urging the MPA members to register their aircraft and urge all aircraft owners in their areas to do so. Mr. Lynch reminded the pilots to register at the pilots registration desks located on a number of the smaller airports around the state. Mr. Lynch pointed out that this was, in many locations, the only tangible proof of airport usage.

Mr. Charles Bowman, spoke relative to the Bill to be presented before the 1967 Legislature on aircraft

registration in lieu of personal property taxes. Charles thoroughly explained the bill and the few alterations to the bill since its introduction to the 1965 legislative session.

Mr. Dunn was requested to give a brief resume of the Oregon tax system and he answered questions from the floor. Followed by the group voting to give the Montana Pilots Association support to the bill presented by Mr. Bowman, during the next session of the Legislature.

An enthusiastic campaign was carried on by the Great Falls and Havre hangars to obtain the site for the 1967 convention—with Havre winning the contest.

The Resolutions/By-Laws committee read their recommendations. One amendment passed on by the group was the decision to have the office of secretary an elective office to replace the combined office of Secretary/Treasurer.

From 9:30 until noon, the ladies were entertained by a hat show at the Murray Hotel. Mrs. Claude R. Erickson was Master of Ceremonies and a big hand goes to Mrs. Erickson and the committee for an extremely enjoyable morning.

A buffet luncheon was held at the Cave followed by an afternoon of events at the airport. Yellowstone Skyways, was a hub of activity as the "Treasure State Sky Divers", parachute club from Montana State University, performed. In addition were helicopter and airplane rides and an aircraft display.

SATURDAY EVENING—A social hour and banquet was held at the Livingston Elks Club with William R. Morse of Absarokee handling the duties of M.C. Mr. Dunn was the keynote speaker and gave a highly interesting address with more than a touch of humorous highlights. Mr. Dunn, after being Assistant Director for the Oregon Aeronautics Board for 4½ years, became Director in 1961. During that time he has received national recognition for his accomplishments during his administration of the department and for his efforts on behalf of general aviation.

Award plaques were presented to Gordan Sands and Bob Simpson.

The evening was the right combination of fine food, good company and an excellent program.



An outstanding feature was the downtown parking of several aircraft during the convention. The planes, landing on the highway, were towed by antique autos to the parking location adjacent to Convention Headquarters—the Livingston Elks Club.

CALL FOR BIDS

Notice is hereby given that sealed bids will be received prior to and publicly opened at 8:00 A.M. June 13, 1966 by the Board of Trustees, School District No. 1, in the office of the Clerk in the Administration Building, 7th and Allen, Helena, Montana.

1946 Stinson 108; 150 H.P.: 4-passenger. 782 hours since engine overhaul; wings recovered, 1961. Always hangared. Radio Aerotron Model 300A Receiver V.H.F. and Aerotron Model 200A Transmitter V.H.F. Now stored at Aero School, Helena Airport.

The Board of Trustees reserves the right to reject any or all bids received.

Virgil K. Janes
Clerk, School District No. 1.
P.O. Box 555
Helena, Montana

STATISTICS

(Montana Aircraft Accidents)

61/37
65/22
20/12
15/0

	Accidents Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1965 as of this date	20	12
1966 as of this date	15	0

Montana's last fatal aircraft accident was October 30, 1965.



CALENDAR

May 29-June 12, Helena—Montana National Guard Encampment at Fort Babcock.

June 4, Culbertson—Airport Dedication.

June 4, Glasgow—Special meeting of the Montana Aeronautics Commission.

June 5, Glasgow—International Designated Airport—Formal Dedication.

June 8, Helena—Regular Meeting of the Montana Aeronautics Commission.

June 9, West Yellowstone—Western Airlines resumes regular service into the West Yellowstone Airport.

June 12 - 16, Seattle, Washington—Olympia Hotel, American Association of Airport Executives Annual meeting.

June 12 - June 26, Helena—Montana National Guard Encampment at Fort Babcock.

June 13 - July 1, Dillon—Western Montana College—Teachers Workshop.

June 14 - 15 - 16, Columbus, Ohio—Ohio State University—Special Flight Instructor Refresher Course to be held. 100 Flight Instructors to be accepted. \$35.00 Registration fee.

June 15 - July 6, Havre—Northern Montana College—Teachers

Workshop.

June 20 - July 20, Missoula—University of Montana—Teachers Workshop.

June 20 - July 8, Billings—Eastern Montana College—Teachers Workshop.

June 23 & 24, Wichita, Kansas—National Aviation Education Council Meeting.

June 24—Deadline for Al Ward Flying Scholarship contest—Winning State Entries to be received at International Headquarters in Wichita, Kansas.

June 26, Schaffer Meadows—Camp Ground Dedication.

June 26, Poplar—Airport Dedication. Free pilots Fly-In Breakfast, 7:00 - 10:00 A.M.; Dedication Ceremonies - 11:00 A.M.

June 27 - July 15, Dillon—Western Montana College—Aviation Science Course for High School Teachers.

July 1 & 2, Minot, No. Dakota—International Aviation Days. U.S. Air Force "Thunderbirds" and U.S. Army "Golden Knights" aircraft displays. Prizes, Buffalo Barbeque and fun for all.

July 4, Plentywood—Sherwood Hangar, Fly-In Breakfast. Free to all pilots and passengers. (Rain date July 10.)

July 4, Polson—Flying Farmers Fly-In Pot Luck at Baldwins Ranch, Finley Point.

July 24, Lincoln—Airport Dedication.

July 30 - August 5, Louisville, Kentucky—International Flying Farmers Convention.

August 6, (Rain date August 7)—Ladies 99's "Fun Race", Starting point: Glasgow—ending at Lewistown.

October 1 - 6, Palm Springs, California—AOPA Plantation Party. Holiday-Riviera and El Mirador Hotel. (Full details next months newsletter).

FOR SALE: 1940 Piper J3C-65—248 hrs. SMOH—complete cover with razor back in 1965—Annualled in March, 1966—Refinished prop at annual—1436 hrs. TT—Contact: Peggy Ralston, Culbertson, or call 787-5258.

FOR SALE: 1959 Cessna 172—300 hrs. SMOH—Full Panel—VHT 3—Radio ADF—real clean—Always hangared. Contact: Joel Fenger, Lothair. Phone: 432-2655. Plane hangared in Chester.

FOR SALE: 1948 Cessna 140—90 H.P.—Full panel—Narco LFR-3—Low frequency—Narco VHT-2—High frequency and omni—Real clean—excellent condition—annualled until November 1966. Price: \$2,895. Contact: Lake Flying Club, Box 264, Medicine Lake.

FOR SALE: 1943 D-17-S—Supercharged stagger-wing Beech—450 H.P. Pratt & Whitney, King KX-100 and Motorola 12E, full panel, fabric high in green. 5 passenger. Color, gray and yellow. A real performing airplane which has had excellent care. Call: Fred Naegele, 442-4380 or 442-4061, Helena, Montana.

FAA INSPECTOR'S CORNER



A few months back we took a look at accident statistics to see where the mistakes were being made, and came up with the conclusion that if planning, decision-making, judgment and technique could be improved, so would the accident figures. Since no cake will be better than the ingredients put into it, let's scrutinize some of the factors that add up to a decision to take a certain course of action.

Here's one from the CAB docket, that happened in the West some time ago. The field was rough, unpaved and rocky. The density altitude was near 8,000 feet, the airplane was a modern low-winger, loaded well under gross. The pilot was a low-timer with a fresh private certificate, about 50:00 in type. There was no doubt about the airplane's ability to fly off the field on that day in spite of the unfavorable circumstances.

Worried about the propeller and gear damage from the rocks and gravel, the pilot used his soft-field technique with recommended flap setting for takeoff. He left the ground in a nose-high attitude but was unable to climb more than a couple of feet above the surface and unable to gain speed. As the end of the runway approached without improvement in the situation thoughts of power-plant malfunction began to cross his mind. Since the gear was still down he chopped the throttle and put it back on the ground. However, he was almost out of runway and unable to stop, so the little bird came to a halt amidst the scenery off the end of the strip, badly bent out of shape.

Where did this birdman go wrong? At first glance it would seem that he merely exceeded the airplane's capabilities, but this wasn't the case. Similar airplanes were operating successfully at the time. Poor technique? Partially, yes—but we can't fault him for his concern about damaging the airplane. Failure to size up the situation properly? This probably comes closer to the answer than anything else. His analysis was OK as far as it went but

it wasn't deep enough. He allowed his concern for the airplane to overshadow his real problem which was getting into the air and climbing away from the ground. He held the airplane at such a high angle of attack that it couldn't gain speed and couldn't climb out of ground effect; thus he was never able to do the one thing that would have helped him—reach his best angle-of-climb airspeed. Had he picked up a bit more speed before breaking ground he would have been "over the hill," the drag would have been lowered to the point where the airplane could accelerate. Even after he was airborne, precarious though it was, lowering the nose carefully and slowly would have accomplished the same thing.

From this it becomes apparent that making the "Go" decision on the basis of the flight manual is just the first step. Then, we take a **good** look at the situation and decide how to go, always keeping uppermost in mind exactly what it is we want to do—that is, to get the airplane from a standstill to the speed which will deliver the desired performance. Surface conditions, surrounding terrain, obstacles, condition of the air and many other factors can enter the formula at this point (including, perhaps, some advice from the Senior Local Pilot).

The final step, of course, is putting the plan into action. Here's where your planning really pays off—if you know what you're going to do, and how you're going about doing it, you'll tackle the job with considerable more confidence than if you don't quite know from one second to the next what to expect. It will also free your mind to make the moment-to-moment decisions which may be necessary if things don't go exactly as you had them figured. And after all, that's why we have pilots in airplanes instead of black boxes.

ANY COMMENTS/SUGGESTIONS?

We'd like to ask for your help in filling the "Inspector's Corner." If there's a subject you'd like to see covered, or a situation you know about that deserves comment, please drop us a line at P.O. Box 1167, Helena. We welcome any and all comments and suggestions.

Keep up the good work and we'll see you next month.

"FLYING CLASSROOMS" THREE COMPLETED

Three Montana High Schools, Fergus County, Columbus and Broadus, completed Vocational Agriculture Flying Classrooms during the month of May with Sixty Eight students participating. The Vo-Ag program is co-sponsored by the Montana Aeronautics Commission, the Department of Public Instruction and the local schools systems.

Jack Wilson, Safety and Education Officer represented the Aeronautics Commission; Basil Ashcraft, the State F.A.A. Advisor and Clarence Anthony represented the Department of Public Instruction on all three of the classrooms.



"BUCKLE UP BOYS"—Jack Wilson, Aeronautics Commission informs the Vo-Ag students as they prepare to begin a flight.

LEWISTOWN—Fergus County High School—May 2, 1966

Twenty students participated at Lewistown through arrangements of the Vo-Ag Department of the High School; High School Principal, Wendell Rafter, Jim Schultz and Tom Jinni instructors. Pilots for the three aircraft were Kyte Norton, Lewistown Station Manager for Frontier Airlines; Bob Cook, Fergus County High School teacher and Jack Wilson, Aeronautics Commission. The flight portion was coordinated with Willy Rimby of Skycraft Flying Service. The Lewistown classroom was financed and arranged by the High School with the exception of the use of one state aircraft and pilot.

During the one hour and twenty minute flight the students and in-



Checking the flight route during the Lewistown flying classroom—(left to right) Clarence Anthony, Wendell Rafter, Principal; Robert Cook, teacher/pilot and Jim Schultz, Vo-Ag instructor.



Broadus students are informed of particular points to observe prior to take off by Vo-Ag instructor Knox as Supt. of Schools Love and President of School Board, Collins look on.

structors had the opportunity to observe some of the very best farming practices and some that need improvement. Examples were noted of contour stripping—contour irrigation—stock dams—land leveling and sagebrush control spraying methods.

COLUMBUS HIGH SCHOOL—

May 9, 1966

Twenty-one junior and senior vocational agriculture students participated in the Flying Classroom at Columbus. Three aircraft were utilized during the flights which were conducted by Bert Swainson, Yellow-

stone Skyways, Livingston, pilot, with Ray Ebert, Livingston businessman, and Jack Wilson, M.A.C. pilot—ing the other two aircraft.

Superintendent of Schools, Francis Olson and representatives of the Soil Conservation Service participated on the flights.

Examples shown during the flights were contour ditches and border dikes—contour strip farming—irrigation practices—erosion prevention—over grazing and block farms.

BROADUS—May 10, 1966

Twenty seven Vo-Ag students

participated in the Flying Classroom at Broadus. Sig Ugrin of Miles City Aero coordinated the program and furnished three aircraft with the fourth being the M.A.C. plane piloted by Jack Wilson. Dan Love, Superintendent of schools; George Collins and Keith Stevens, School Board Members; Steve Holt, Powder River County Senator; Russell Boe, Soil Conservation Work Unit Supervisor and Dorothy Nalley, Manager of the Local ASCS office participated.

The flights, conducted from the private airstrip of John Nissley, located 10 miles east of Broadus, covered approximately 240 miles and were 1½ hours long.

Intercom commentary between planes describing the conservation practices being observed was made by Jack Knox, Vocational Agriculture teacher at Broadus.

Examples included were: Sanburn Dam—terracing—range seeding—strip cropping—geologic formations—irrigation practices and flood control.

ESSA/WEATHER BUREAU ANNOUNCES MINOR CHANGES TO AVIATION WEATHER FORECASTS

REMEMBER—The "remarks" at the end of the Weather Report may often be the most important part of your weather briefing.

CHANGES

ADVISORIES FOR LIGHT AIRCRAFT—

Now, AIRMET'S (concern less severe conditions which may be hazardous to some aircraft or to relatively inexperienced pilots. Both SIGMET's and AIRMET's are broadcast by FAA and NAVAID voice channels.)

WINDS ALOFT FORECASTS—

NOW, WINDS (AND TEMPERATURES) ALOFT FORECASTS (are 6-and 12-hour forecasts of direction (nearest 10° true N) and speed (Knots) for selected flight levels. Temperatures aloft (°C) are included for all but the lowest and 7000-foot levels.)

EXAMPLES OF WINDS ALOFT FORECASTS:

LVL 3000 5000 FT 7000 10000 FT
MLT 2925 2833+00 2930 3030-06
At 5000 MSL wind from 280° at 33 knots with temperatures 0° Celsius.

Key to Aviation Weather Forecasts cards (1966 revisions) are available from Montana General Aviation Operators.

PILOTS' CAMPGROUND TO BE DEDICATED AT SCHAFFER ON JUNE 26

By J. H. MONGER,
Assistant Director, Airports



Hi—from Schaffer Meadows! Perhaps we will meet on June 26. (Photo taken at the site of the Schaffer Meadow Campground).

All pilots in Montana have been invited to attend the Fly-In Dedication at the Schaffer Meadows airstrip the last Sunday in June, which is June 26. This dedication is being sponsored by the State Montana Pilots Association and will be the official unveiling of the new pilots' campground that was completed late last fall. The campground was a joint project initiated by the Wilderness Committee of the Montana Pilots Association. The project was financed by the Aeronautics Commission and the Forest Service jointly. Total cost of the project was \$3,000. This fine, new campground facility includes a special tie-down area on the east end of the airstrip adjacent to the pilots' campground. The campground has six permanent tables with fire places and tent pitching facilities as well as a wood cache, barbecue pits, rest rooms and a large camp fire meeting circle with benches located in the east clear zone.

Pilots are requested to bring their own picnic lunch and the activities will start at around 1 p.m. that Sunday afternoon. Several plane loads of people will undoubtedly be flying in the day before and camp overnight. The meals are strictly pot luck and don't forget your fishing pole! There will be all kinds of activities provided all day long by the Cut Bank Hangar consisting of

games for the children and adults as well. Be sure to bring your own tie-downs and don't forget your camera! This scenic airstrip is located on the north edge of the Bob Marshall Wilderness area directly south of Glacier National Park, 17 miles. The airstrip is adjacent to the middle fork of the Flathead River and is shown in the Montana Airport Directory and the Aeronautical Chart.

Everyone is urged to attend and come early and leave late and enjoy the fine new facility that has been provided for the pilots enjoyment. Speeches will be held to a minimum and enjoyment to a maximum. In the event that you plan on staying overnight you must provide all of your own camping equipment and food.

If further details are needed contact the Aeronautics Commission or Mr. Herb Sammons, Chairman of the Wilderness Committee at Cut Bank, Montana.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Bingham, Vincent P.—Richland
Randall, Donald L.—Billings
Van Uden, Leo R.—Billings
Snell, Fred W.—Vancouver, B.C.
Combs, Mary M.—Billings
Maxwell, Keith B.—Billings
Agnew, Alice S.—Billings
Hautzinger, John L.—White Sulphur Springs
Jager, Erick C., Jr.—Glasgow
Harvey, David R.—Arcola, Canada
Bovee, Daniel L.—Powell, Wyo.
Cross, Steven D.—Billings
Soldinger, Evan J.—Glasgow
Kloefkorn, Ivan T.—Baker
Newdecker, Joan M.—Billings
Phillips, Larry L.—Winnett
Vranish, Joseph J.—Roundup
Kaderavek, John E.—Billings
Lyons, Donald C.—Laurel
Thompson, Thomas L.—Billings
Becker, Ben A.—Billings
Walker, Stephen W.—Billings
Bradford, John W.—Billings

Humphrey, John E.—Billings
Walter, Theodore P.—Billings
Metzinger, Charles M.—Billings
Stephens, A. J.—Miles City
Ruff, Martin—Glendive
Devries, Ernest G.—Roberts
Redmond, Clarence J.—Belgrade
Nelson, Melvern Lee—Arlee
Kimp, Winnfred A.—Hamilton
Dexter, Bobby Joe—Clinton
Spangler, Irving Rex—Shelby
Theobald, George E.—Polebridge
Paullin, Robert J.—Great Falls
Bailey, Glenn V.—Great Falls
Stover, Charles P.—Great Falls
Johnson, Carl R.—Cascade
Nasset, Peter J.—Shelby
Jacobsen, Paul Jr.—Fairfield
Olson, Donald D.—Zurich
Olson, Clarence H.—Harlem
Flick, Robert E.—Dutton
Smith, James A.—Chinook
Schmitt, Jerry L.—Harlem
Blatter, Michael W.—Dodson
Glenn, John R.—Missoula
Zakos, James Jr.—Missoula
McCannel, Donald M.—Chinook
Potter, Rae E.—Whitefish
Jergeson, Richard E.—Harlem
Schmidt, John W.—Shelby
Veseth, Robert Arthur—Malta
Hustad, Ronald C.—Helena
Metcalfe, Alan L.—Bozeman
Bond, Rodney L.—Helena
Hamry, Mary B.—Missoula
Martin, Wilbur V.—Missoula
Eisenman, Larry K.—Missoula
Hayes, Roger T.—Missoula
Getter, Ralph E.—Cut Bank
Peterson, Robert J.—Missoula
Pfohl, Leonard S.—Kalispell
Baeth, Russell—Martin City
Curtiss, Steve L.—Fortine
Burkhead, Alfred L.—Chester
Seveyka, Paul J.—Helena
Gregoire, Bette C.—Great Falls

PRIVATEs

Fitz, Merle D.—Scobey
Stevens, Leslie D.—Thermopolis, Wyo.
Shoaten, William D.—Sheridan, Wyo.
Downs, L. Ernest—Molt
Bosse, Gerard J.—Great Falls
Dawson, Donald E.—Kaycee, Wyo.
Dow, Jack C.—Sheridan, Wyo.
Brother, Marion K.—Ashland
Bingham, Vincent P.—Richland
Johnson, Richard W.—Glendive
Soare, Duncan B.—Glendive
Lorz, Larry L.—Miles City
Bickler, Lloyd R.—Miles City
Gray, Robert J.—Miles City
Schuett, Michael N.—Great Falls
Norris, Robert G.—Shelby
Rose, William M.—Great Falls

Shepherd, Homer E.—Great Falls
 Selstad, Tom A.—Great Falls
 Newton, Roy E.—Missoula
 Polinsky, Frank H.—Thompson Falls
 Geyer, Gary A.—Big Sandy
 Threlkeld, Duane L.—Great Falls
 Sackett, John B.—Great Falls
 Gilleland, Willis Ray—Bozeman
 Hornick, Robert J.—Missoula
 Jacks, Jesse C.—Hamilton
 Seines, John D.—Polson
 Korkalo, Roy E.—Missoula
 Swartz, Marjorie G.—Missoula
 Kelly, Michael J.—Bozeman
 Brenna, Neal Claire—Havre
 Viotor, William P.—Philipsburg
 Rouse, George W.—Bigfork
 Rogerson, William A.—Roundup
 Stout, Carl W.—Butte
 Healea, William D.—Missoula
 Stockamp, Torval A.—Sun River
 Rasmussen, Arlee A.—Kalispell
 Leon, Franklyn A.—Kalispell
 Robinson, John W.—Missoula
 Drentlaw, David A.—Northfield,
 Minnesota
 Barovich, Michael J.—Billings
 Baeth, Russell—Martin City
 Parker, Alton A.—Billings

ADVANCED AND SPECIALIZED COMMERCIAL

Hayden, Robert P.—Williston, N.D.
 Petty, John J.—Hot Springs, S.D.
 Wirth, Danny—Billings
 Glass, Robert G.—Billings
 Eisenbart, Allen R.—Billings
 MacDonald, Hugh R.—Gimli, Mani-
 toba
 Haines, Victor A.—Gimli, Manitoba
 Buddin, Thomas D.—Gimli, Manitoba
 Richards, Donald G.—Gimli, Mani-
 toba
 Lockheed, Ronald J.—Islington, Ont.
 Messinger, Franklin A.—Plentywood
 Geyer, Ernest A.—Big Sandy
 McCann, Paul George—Great Falls
 Schweigert, Weldon W.—Great Falls
 Chalmers, Leslie E.—Choteau

MULTI ENGINE

Chalmers, Leslie E.—Choteau
 Hopkins, Ben B.—Helena
 Udelhoven, Larry C.—Winifred
 Bartley, Clarence P., Jr.—Casper,
 Wyo.
 Miller, John A.—Billings
 Houdek, George A.—Shelby
 Cranston, Earl M.—Billings
 Stradley, David I.—Belgrade

INSTRUMENT

Davis, Paul K.—Greybull, Wyo.
 Glass, Robert G.—Billings
 MacDonald, Hugh R.—Gimli, Mani-
 toba

Haines, Victor A.—Gimli, Manitoba
 Buddin, Thomas D.—Gimli, Manitoba
 Richards, Donald G.—Gimli, Mani-
 toba
 Bomgardner, Richard L.—Wheatland,
 Wyo.
 Lockheed, Ronald J.—Islington, On-
 tario

FLIGHT INSTRUCTORS AND F I ADVANCED

Thompson, Thomas A.—Beach, N.D.
 Eisenbart, Allen R.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Wright, Dale L.—Gillette, Wyo.
 Udelhoven, Larry C.—Winifred

ADVANCED AND INSTRUMENT GROUND INSTRUCTOR

Husar, Gregory D.—Billings
 Newton, Harold L.—Billings
 Petty, John J.—Hot Springs, S.D.
 Pinkerton, Vance D.—Billings
 Connors, John F.—Butte
 Bentsen, Sterling R.—Hettinger, N.D.
 Lindley, James M.—Billings
 Crowder, David L.—Missoula
 Straus, Donald V.—Butte

MECHANICS—POWER PLANTS

Wolfer, Louis F.—Missoula
 Gyles, Dale Ross—Missoula

ONE-STOP/ONE-CALL PILOT BRIEFING SERVICE

The title, "One-Stop/One-Call Pilot Briefing Service", quite aptly describes the service which the Weather Bureau and Federal Aviation Agency (FAA) are cooperating to establish where they both have facilities serving the same community. The service is designed to make it possible for a pilot to obtain a complete pre-flight briefing—weather, NOTAMS, flight plan—through a single telephone call or visit to an FAA Flight Service Station (FSS).

FAA Flight Service Specialists are Weather Bureau-trained to do pilot weather briefing. They handle the job along with their other preflight briefing responsibilities. When more technical meteorological advice is required than the FAA Specialist can provide or when the pilot desires to talk with the forecaster personally, the caller is placed in direct contact with the Weather Bureau.

Referring the pilot to the Weather Bureau forecaster is no problem in a person-to-person briefing where the two officers are located physically adjacent and a common brief-

ing display is used. In the case of telephone-type service, a switching device is employed which allows the Flight Service Specialist to transfer calls to the Weather Bureau office. Only calls for aviation weather will be "switched-through." Persons calling for general weather service will be referred to the Weather Bureau's listed public telephone number.

At airports where "one-call" service is available, calls by pilots for aviation weather information are placed through the Flight Service Station using the telephone number of the FSS. One can readily determine where "one-call" FSS/WBAS service is available by referring to the telephone listing in Section IV A of the AIRMAN'S INFORMATION MANUAL. City telephone directories, as they are revised, will refer pilots to the "one-call" number by a note under Weather Bureau, "One-Call" FSS/WBAS, see FSS". The number will be given under the Federal Aviation Agency listing. At places having a Weather Bureau station but no FSS, the Weather Bureau should, of course, be contacted direct for pilot weather briefings. Also, at places having both Weather Bureau and FSS with "one-call" service, pilots may continue calling the Weather Bureau directly for weather briefing whenever they wish.

By taking advantage of the "one-call" service, pilots do not compete with the general public, newspaper reporters, radio announcers, etc., for weather information as they do when telephoning directly to the Weather Bureau. The common briefing display which is characteristic of the "one-stop" service provides the FSS with facsimile weather maps. Service C copy, and other weather materials not heretofore available in these FAA facilities. Both services make it possible to obtain navigational information, NOTAMS, weather, and to file flight plans, with a single operation—either "one-stop" or "one-call".

POPLAR AIRPORT DEDICATION—JUNE 26

7:00 - 10:00 A.M.—Free Pilots
 Fly-In BREAKFAST.

11:00 A.M.—Airport Dedication
 Ceremonies.

P.M.—Wild West Days Rodeo.

A CASE IN POINT

By CHARLES A. SMITH
Commission Attorney

The Plaintiff in this case sued the Defendant to recover for damages to his growing cotton crop. The damage was alleged to have been caused by the Defendant's aerial spraying of a farm adjacent to that of Plaintiff's with a hormone herbicide known as 2,4-D. The evidence showed that growing cotton on the Plaintiff's farm was damaged by a hormone type herbicide within the period for damage to normally appear following the spraying of the adjacent farm.

The following facts were also reflected by the evidence.

The Defendant made an agreement with the adjacent landowner to spray his farm with 2,4-D and the Defendant testified as follows:

"Q. Prior to the time that you did the spraying, did you make any investigation in the territory four or five miles to determine whether or not there was any cotton growing and up?

"A. The landowner told me there was no cotton near. We drove through there and we didn't see any of it.

"Q. You do know that this herbicide is likely to drift as much as eight or ten miles—do you know that?

"A. Under some conditions, yes.

"Q. Did you make an effort to find out whether or not there was any cotton within eight or ten miles where you were spraying already up?

"A. Yes, sir, we discussed that at length.

"Q. And you knew and had knowledge that if this herbicide got on to cotton which had up, it was up an inch and a half or two or three inches, why it would damage it, did you not?

"A. Yes, sir.

"Q. You do know in your experience that this herbicide has been known to escape from and drift away from the place where you have been doing the spraying?

"A. To a certain distance, yes.

"Q. And you know that that element of danger is there whenever you do your spraying?

"Yes, Sir."

The wind direction when the adjacent farm was sprayed was such

that the Plaintiff's farm was directly in the wind path. The evidence further showed that the application made with the Commissioner of Agriculture to spray the adjacent farm was the only one procured in the vicinity of the farm during the period of contamination for the Plaintiff's lands.

The Plaintiff's did not submit any specific or concrete proof of an act of negligence on the part of the Defendant. Nevertheless, the Court felt that the evidence as discussed above was sufficient to sustain a fact finding a negligence in failing to confine the herbicide to the adjacent farm. In so ruling, the Court said that in their opinion the above evidence was at least some evidence of causation. "It is substantial evidence of a circumstantial nature that the herbicide loosed by Defendant drifted onto the Plaintiff's lands and damaged the cotton growing thereon."

The Court felt that it was within the realm of possibility that the deadly portion came from other sources. However, the Court said that these possibilities do not, as a matter of law, destroy the cogency of the facts related above nor the ultimate conclusion to which they lead.

Thus, it was held that substantial evidence of a circumstantial nature that a herbicide had been released in an aerial spraying operation and drifted on to other lands, thereby destroying a cotton crop, was sufficient to impose liability on the Defendant. Accordingly, judgement was rendered in favor of the Plaintiff.

FOR SALE: 1948 Cessna-170—new periodic—10 hrs. SMOH—1,976 hrs. TT Airframe. Price: \$3,950. Contact: E. G. Neidhardt, 1016 College Ave., Deer Lodge, Montana. Phone: 846-2501.

FOR SALE: SPRAYERS: 2 Twin Beech Sprayers. Price: \$3,500 each or both for \$6,000. One Lockheed PV-2 sprayer. Price: \$16,000. Contact: Tom Herrod, Logan Field, Billings. Phone 259-6152.

FOR SALE: 1957 Piper PA-18—150. New Periodic—Price: \$4,000. Contact: Tom Herrod, Logan Field, Billings. Phone: 259-6152.

FOR SALE: 1959 Comanche 250—Autoflite—50 hrs. since TOH—Dual crystal omni—ADF—Mark Beacon Receiver—recent paint—very clean. Will trade. Price \$11,500. Contact: Byron Bayers, Twin Bridges, Mont.

FOR SALE: 1956 Cessna 182—340 hrs. SMOH—recent annual—Mark IV omni—ADF/12—skirts—low gear—full paint—excellent ship. Price: \$7,500. Contact: Byron Bayers, Twin Bridges.

WANTED TO BUY: A good used 172—prefer a 1965 to 1962 model. Contact: Royce Nelson, Broadwater Trailer Court, Helena. Phone: 442-1502.

FOR SALE: 1953 Cessna 190—240 Continental—3 radios—960 TT—Absolute original—very clean—always hangared. Price: \$6,900. Phone: 442-2964 or write: 844 Ninth Ave., Helena.

MONTANA AIRCRAFT OWNERS

It is necessary under the SARDA plan of the Civil Defense that the State Aeronautics Department maintain a roster of the FAA registered aircraft owners of civil aircraft within the State of Montana.

The registration of aircraft in the State of Montana is being done on a voluntary, no-cost basis, by your State Aeronautics Commission. The forms are available from General Aviation Flight Operators and the Montana Aeronautics Commission.

**IF YOU OWN AN AIRCRAFT
—PLEASE, OBTAIN A FORM—
COMPLETE AND SEND IN TODAY!**

ATTENTION ALL REGISTERED MONTANA PILOTS!

**The Montana Pilots' Flight Plan
Service Is For You!**

**File/Close Your Flight Plan By
Collect Call—Free!**

When taking off from, or landing at, an airport within the State of Montana that does not have a FAA Flight Service Station—place a collect call to your nearest FSS and state, "This is a Collect Call—Montana Pilot Flight Plan."

GIVE THE FSS COMMUNICATOR Your Current Montana Registration Number and your name—then File or Close your Plan.

(Please avoid calling at 15 or 45 minutes after the hour during the weather broadcasts.)

REMEMBER—The Flight Plan Service is a "Use It or Lose It Service."

**ALWAYS FILE A FLIGHT PLAN
—BE SURE TO CLOSE IT—
USE YOUR MONTANA
FLIGHT PLAN SERVICE**

FF'S CELEBRATE 20TH ANNIVERSARY AT ENNIS FLY-IN

Despite snow, wind, rain—etc., five aircraft and a number of autos brought 33 Flying Farmers and guests to the Sportsmans Lodge at Ennis on Saturday, May 14. Those attending the 2 day annual spring fly-in were: President and Mrs. Clay Greening, Laurel; Mr. and Mrs. Raymond Jensen of the Alberta Chapter, Calgary, Canda; Mr. and Mrs. Leonard Sorenson, Bozeman; Mr. and Mrs. Arnold Sorenson, Kremlin; Mr. and Mrs. Clarence Anthony, Helena; Mr. and Mrs. Ed Baldwin, Polson; Mr. and Mrs. Ralph Hoffman, Billings; John Gallagher, Mike Gallagher and Scotty Keim, Billings; Dr. and Mrs. Calvert, Laurel; Mr. and Mrs. Wayne Edsall, Bozeman; Warren Jones, Harlowton; Bob Baxter, Harlowton; Charles Bowman, Bozeman; Mr. and Mrs. Louis True, Bozeman; Dr. and Mrs. Swanson, President of the Montana Flying Physicians, Columbus; Mr. and Mrs. Wayne Krueger, Reed Point; Mr. and Mrs. Art Butler, Columbus and Joyce McCutcheon, Montana Aeronautics Commission, Helena.

Arriving by aircraft were John Gallagher, the Hoffman's, Dr. and Mrs. Swanson and the Wayne Krueger's.



Fly-In speakers: (seated) Leonard Sorenson, MC; Louis True, featured speaker. (Standing) Charles Bowman and President Clay Greening.

Saturday afternoon was spent in pleasant relaxation and visiting. The evening social hour commenced at 6:30 followed by an excellent buffet dinner. President Clay Greening welcomed all to the meeting com-



Guest from Canada—Mrs. Ray Jensen (seated) and standing Ray Jensen, Leonard Sorenson and Mrs. and Dr. Swanson.

memorating the 20th Anniversary of the Montana Flying Farmers. Leonard Sorenson, Master of Ceremonies, introduced Louis True, formerly of the M.S.U. staff and featured speaker of the evening. Mr. True gave an extremely interesting resume of the Flying Farmers Organization in Montana starting with the original planning discussions in 1946. The first meeting was held in June of 1946 with 150 persons attending. Guy Riffin was elected Montana's first president.

Louis noted that at the present time there are four of the original members still active in the Montana group—Louis True, Bozeman; Gordon Sands, Havre; Don Lincoln, Gildford and Les Barrett, Cascade. Louie's conclusion stated that he felt the greater part of the success and effectiveness of the Flying Farmer and Ranchers Organization could be credited to the fact that they are Non-Political, Non-Sectarian, drawing their members from state-wide communities and the memberships sentiments that "It's Good—if it's good for Flying."

Following Mr. True's presentation, Mr. Wayne Edsall of Bozeman spoke giving the description of the new Bozeman Airport. The new strip is located 2 miles from the Baxter Hotel in downtown Bozeman—3/4 mile from the State Universities' Field House. The 2680 foot strip has been made possible by a few aviation minded individuals and support was requested of the Flying Farmers and use of the strip urged by Mr. Edsall.

Mr. Charles Bowman of the State University, gave a presentation on the new aircraft registration bill to be presented to the 1967 Legislature. The registration will be in lieu of personal property taxes. Mr. Bowman asked for the Flying Farmers full support of the bill during the coming legislative session.

Joyce McCutcheon, staff member of the Montana Aeronautics Commission expressed regrets of Director Lynch who was unable to attend due to weather and search activities. Joyce gave a brief explanation of the SARDA aircraft registration, appealing to the flying farmers to support and encourage the voluntary SARDA registration. Mr. Frank Wiley's book "Montana and The Sky" was shown and Joyce announced the book is "off the press" and orders are being filled at the present time.

Mrs. Clay Greening, National Radio Chairman for the Flying Farmers, gave a brief report and pointed out the importance of teaching your wife the correct use of the radio.

Following the banquet the board members met and Leonard Sorenson was named Montana's "Flying Farmer of the Year" for his continued and outstanding contributions to the Flying Farmers organization, his community and aviation.

Shelby was chosen the site of the annual fall meeting.

A vacation would be much more satisfactory if the old pocketbook could enjoy the rest, too.

PILOTS WELCOME TO WEST YELLOWSTONE

For your convenience the FEDERAL AVIATION AGENCY has provided a **FREE PHONE SERVICE** from West Yellowstone to the Bozeman Flight Service Station.

YOU MAY

FILE FLIGHTS—CLOSE FLIGHT PLANS—OBTAIN WEATHER BRIEFINGS

ASK THE OPERATOR FOR

ENTERPRISE 586-6520

You will be connected with the Bozeman Flight Service Station and the Federal Aviation Agency will be automatically billed for your call. The service is available from **ANY TELEPHONE** in the West Yellowstone Community. Effective from June 1, 1966 through September 30, 1966.

HAVE A PLEASANT SAFE FLIGHT HOME

from

Your West Yellowstone Airport Host—**THE MONTANA AERONAUTICS COMMISSION**

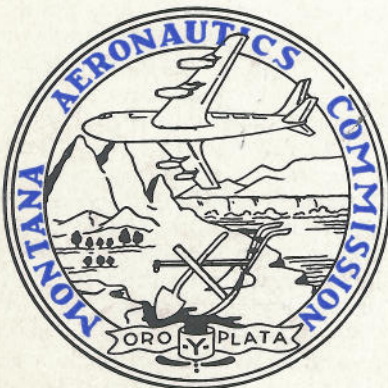
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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JUNE, 1966